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SUBJECT Locomotive Repair Work Performed at Railroad Repair Shops

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the following numbers of locomotives were repaired at the Soviet Zone railroad repair shops during the period from 1 January to 31 May 1952:

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Railroad Repair Shop	Number of Locomotives Repaired, Damage Categories: L0	L2	L 2K	L3	L4	L 4G	EI
Tempelhof	26 (35)	23 (71)	26 (60)	41 (111)	14 (32)	4 (10)	3 (12)
Cottbus	37 (40)	13 (75)	24 (54)	37 (88)	21 (74)	2 (6)	0 (3)
Chemnitz	27 (40)	25 (66)	20 (63)	34 (103)	25 (83)	3 (10)	2 (15)
Schlauroth	8 (16)	1 (21)	7 (41)	17 (29)	12 (29)	1 (3)	0 (0)
Zwickau	50(46)	24 (57)	25 (75)	37 (68)	36 (142)	8 (9)	0 (17)
Steinaren	47 (45)	18 (39)	36 (35)	27 (57)	29 (90)	6 (12)	0 (23)
Halle	32 (40)	19 (63)	26 (100)	33 (144)	23 (68)	6 (20)	1 (17)
Leipzig	30 (48)	26 (50)	36 (101)	51 (140)	29 (71)	5 (9)	1 (17)
Stenkenburg	13 (10)	10 (15)	8 (24)	17 (26)	5 (18)	0 (1)	0 (3)
Stendal	61 (65)	91 (225)	10 (0)	27 (56)	68 (275)	0 (3)	3 (5)
Zittenberge	13 (15)	2 (10)	14 (24)	14 (21)	11 (24)	0 (3)	3 (8)
Total	355 (440)	252 (742)	232 (577)	335 (931)	293 (906)	35 ([illegible])	7 (320)

Note. The figures in parentheses represent the targets fixed in the 1952 production program.

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Comment. Compared with the 1951 production plan, the quotas for the repair of minor damages on locomotives (L0 and L2 categories) have been lowered, but they were considerably increased for some of the heavier damage categories. Damage categories L 4G and EI include the locomotives which suffered very heavy war damage. Except for the LC category, actual repair performance was far below the fixed quota. This situation may be explained by the shortage of high-quality spare parts and particularly the lack of Nannemann tuning.

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